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INCORPORATED
OUTFITTERS TO MEN, WOMEN & CHILDREN
Main Street and Fairfield Avenue
Bridgeport, Conn.

NEW STEAMER FOR PLEASURE BEACH REPLACES LENOIR

"Winona" will succeed "Lenoir" as the regular steamer plying between the Stratford avenue bridge and Pleasure Beach, which is to open Saturday. Mrs. Joseph F. Gaynor, representing the McMahon heirs, today announced that the "Winona"—a big steamer obtained from the Union Steamboat Co., of New York—will arrive here Friday morning. The vessel will accommodate 1,000 passengers and will make its first trip to the resort at 11 o'clock Saturday morning. Hourly trips will be made thereafter, and the headway will be lessened as the season progresses. In addition to the "Winona" launches will ply between Seaview avenue and the Beach. Suitable landings have been placed at Seaview avenue.

A line between Henry street and the Beach is also expected to be in operation Saturday. The T. A. Scott company has a big dredge at work on the channel near the pier at the Beach. The pier has also been planked and connects directly with the boardwalk, which has been reconstructed. The bath houses at the Beach are ready and the bathing beach is now in first-class shape. The decoration and illumination of the dance hall have been finished, and other concessions are ready for the opening Saturday.

MERCURY HITS 85

Shortly after 3 o'clock yesterday afternoon the temperature rose to 85 degrees. The beaches were crowded.

Search is being made by the police for the three men who jostled Forta Zamagom of 14 Bank street on Middle street, Tuesday night, and robbed him of \$4.65. He has furnished the police with a good description of the men.

Tender Arch Feet

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Compound Callouses

Ingrown Nails

U. S. ASKS APOLOGY FROM AUSTRIA FOR PETROLITE ATTACK

New Note Also Calls For Indemnity and Punishment of Submarine Commander—Conduct "Outrageous" and American Right Invaded—Twelve Shots Fired at Tanker Flying Stars and Stripes.

Washington, June 29.—The American rejoinder to Austria regarding the Austrian submarine attack on the American steamship Petrolite, made public yesterday by the state department, describes the act as "a deliberate insult to the flag of the United States and an invasion of the rights of American citizens," and requests a prompt apology, punishment of the submarine commander and payment of indemnity.

In vigorous language the communication sent a week ago makes it clear that the United States government believes the facts of the case entirely different from what the Austrian submarine commander reported them to be and that immediate amends are expected.

Austrian Version Disputed
The Austrian claim that the Petrolite's captain voluntarily gave up supplies taken from the steamer by the submarine commander is flatly contradicted, as are the claims that the submarine fired across the bow of the Petrolite before she was shelled, and that her appearance was such as to justify the submarine commander in mistaking her for a cruiser.

The attack on the Petrolite, a Standard Oil tanker, occurred in the Mediterranean, Dec. 5. A protest sent soon afterward on preliminary reports from the tanker's captain and crew brought the Austrian communication to which the new American note replied. The text of the memorandum from Secretary Lansing to Ambassador Penfield at Vienna, follows: "Evidence obtained from the captain and members of the crew of the steamer Petrolite and from examination made of the vessel under direction of the Navy Department convinces this government that the Austro-Hungarian government has obtained an incorrect report of the attack on the steamer. With particular reference to the explanation made by the Foreign Office, the following information, briefly stated, has been obtained from sworn statements of the captain and members of the crew:

No Warning Shot Fired.

"No shot was fired across the bow of the steamer as a signal to stop. When the first shot was fired the impression that an explosion had taken place in the engine room. Not until the second shot was fired did the captain and crew sight the submarine, which was astern of the steamer, and therefore they positively assert that neither the first nor the second shot was fired across the bow of the vessel.

"The steamer did not swing around in a course directed toward the submarine, as alleged in the report obtained by the Austro-Hungarian government, but the captain at once stopped the engines and swung the vessel broadside to the submarine and at right angles to the course of the vessel, in order to show its neutral markings, which was manifestly the reasonable and proper course to follow, and it ceased to make any headway.

"On the steamer was painted its name in letters approximately six feet long, and the name of the sailing port, and, as has been previously known to the Austro-Hungarian government, the steamer carried two large flags some distance above the water line, which it is positively stated by the officers and crew were flying before the first shot was fired, and were not hoisted after the first shot, as stated by the submarine commander.

Petrolite Stopped.
"The submarine commander admits that the steamer stopped her engines. The captain of the Petrolite denies that the vessel was ever headed toward the submarine, and the examination of the steamer made by an American naval constructor corroborates this statement, because, as he states, the shell which took effect on the vessel, striking the deckhouse which surrounds the smokestack, was fired from a point 45 degrees on the starboard bow. This was the position in last shots fired and indicates that the ship was not headed toward the submarine even up to the time when the submarine ceased firing.

"The captain states that the submarine appeared to be manoeuvring so as to direct her shots from ahead of the steamer. The submarine fired approximately twelve shots. The majority of the shots were fired after the ship had stopped and had swung broadside, and while, as even the commander of the submarine admits, the steamer was flying the American flag.

"The captain of the steamer denies that he advised the commander of the submarine that the damage to the steamer was insignificant. He states that he advised him that the steamer had been damaged, but that he had not then had an opportunity to ascertain the extent of the damage. The seaman who was struck by a fragment of shell sustained severe flesh wounds.

Submarine in No Peril.
"If the ship had intended to ram the submarine she would not have stopped her engines, and this must have been evident to the submarine commander. Naval authorities here agree that there could have been no danger of the ship ramming the submarine until it was headed straight for the submarine and was under power, and even then the submarine could have so manoeuvred as to avoid collision.

"The Petrolite was two miles away from the submarine. The engines and funnel of the Petrolite were at the stern, and from the general appearance of the ship no experienced naval officer could have believed that it had opportunity or sufficient speed to attack even if it had been steaming directly toward the submarine.

"The conduct of the submarine commander showed lack of judgment, self-control or wilful intent amounting to utter disregard of the rights of a neutral.

"According to the sworn statements

of the captain of the steamer and seamen who accompanied him to the submarine, the commander of the latter stated that he mistook the steamer for a cruiser. This statement is at variance with the statement in the Austro-Hungarian government's note that the captain of the submarine asserted a false manoeuvre on the part of the steamer prompted the submarine to continue to fire.

Forced to Give Up Food.

"The captain of the steamer swears that he informed the commander of the submarine that he had only sufficient provisions to reach the port of Algiers, and that he would deliver provisions only under compulsion. He stated positively in his affidavit and in conversation with officials of the department that he did not give provisions readily nor did he say it was the duty of one seaman to help another, and that he refused payment because he felt that he was being compelled to deliver food in violation of law. The statement of the captain of the Petrolite is entirely at variance with the report of the submarine commander.

"The correctness of the captain's opinion that the wounded seaman was held as a hostage to guarantee the delivery of food seems clear. Obviously the commander of the submarine had no right to order the seaman to remain on board. The fact that this order was given shows that the commander insisted that food was to be delivered to him, otherwise the seaman would naturally have accompanied the captain back to his vessel.

"The outrageous conduct of the submarine commander and all the circumstances attending the attack on the Petrolite warranted the captain in regarding himself as being compelled in order to avoid further violence to deliver food to the commander of the submarine.

Deliberate Insult to Flag.

"In the absence of other and more satisfactory explanation of the attack on the steamer than that contained in the note addressed to you by the Foreign Office, the government of the United States is compelled to regard the conduct of the commander of the submarine in attacking the Petrolite and in coercing the captain as a deliberate insult to the flag of the United States and an invasion of the rights of American citizens, for which the government requests that an apology be made, that the commander of the submarine be punished and that reparation be made for the injuries sustained by the payment of a suitable indemnity.

"Please communicate with Foreign Office in sense of foregoing.

"You may add that this government believes that the Austro-Hungarian government will promptly comply with these requests, in view of their manifest intention of the high sense of honor of that government which would not, it is believed, permit an indignity to be offered to the flag of a friendly power or wrongs to its nationals by an Austro-Hungarian naval officer, and making immediate and ample amends."

FIREMAN, RETIRED UPON HALF PAY

At his own request John H. Callahan, engineer of Engine company No. 5 of the Bridgeport fire department was retired on half pay. No arrangement was made for a successor to Senger. Hoseman George Smith of No. 5 company was promoted to fill the place of Senger.

Engineer Callahan entered the department on June 1, 1881. He has been in the department 35 years. He was born in 1852 and is 64 years old. His retirement on half pay will date from July 1st.

The meeting last night ended in ten minutes. The transfer of \$923.35 from the salary list of the police department to the salary list of the fire department was reported in accordance with the consolidation of the signal systems of both departments was reported. The board of apportionment allowed the transfer last week. The commissioners are arranging for the installation of a manual fire alarm system at a cost of \$30,500. The work will begin at once and will take about a year. The present system will be done away with as rapidly as possible, also the tower bells.

Boxing bouts between white and negro pugilists were sanctioned by the State Athletic Commission at a meeting in Albany.

PHILOSOPHY

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